

AUGUST, 1910

# THE LOCOMOTIVE WORLD

LOGGING

MINING

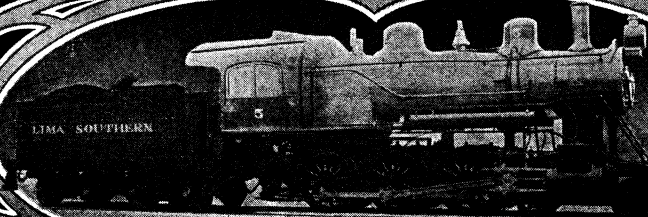
PLANTATION

INDUSTRIAL & STANDARD RAILROAD

MOTIVE POWER



36 TON SHAY  
LOCOMOTIVE IN USE BY  
THE SLATE RUN R.R. Co.  
SLATE RUN, PA.



## High Daily Averages

in skidding depend principally on the initial capacity of the skidder, and the degree to which it can be operated to that capacity. The

## Clyde Self-Propelling Steam Skidder

is absolutely independent of loading and because it is never "held back," its full capacity cannot be interfered with by any loading conditions that may exist.

Full capacity, therefore, is always possible when the conditions in the woods are favorable and the hauls are short, thus insuring a constant surplus of logs for the loading crew to compensate for those days when conditions are unfavorable and the hauls are long.

Therefore, with a surplus of logs always ahead of the independent and separate loading unit, the loading crew may also be pushed to its fullest capacity at all times, thus assuring a uniform daily flow of logs to the mill.

Because it is self-propelling, the **Clyde Skidder** can move frequently without loss of time and its special steam guying device facilitates "setting" in the least possible time.

*Send for our descriptive catalogue, also testimonial booklet, showing what operators think of it.*

## Clyde Iron Works

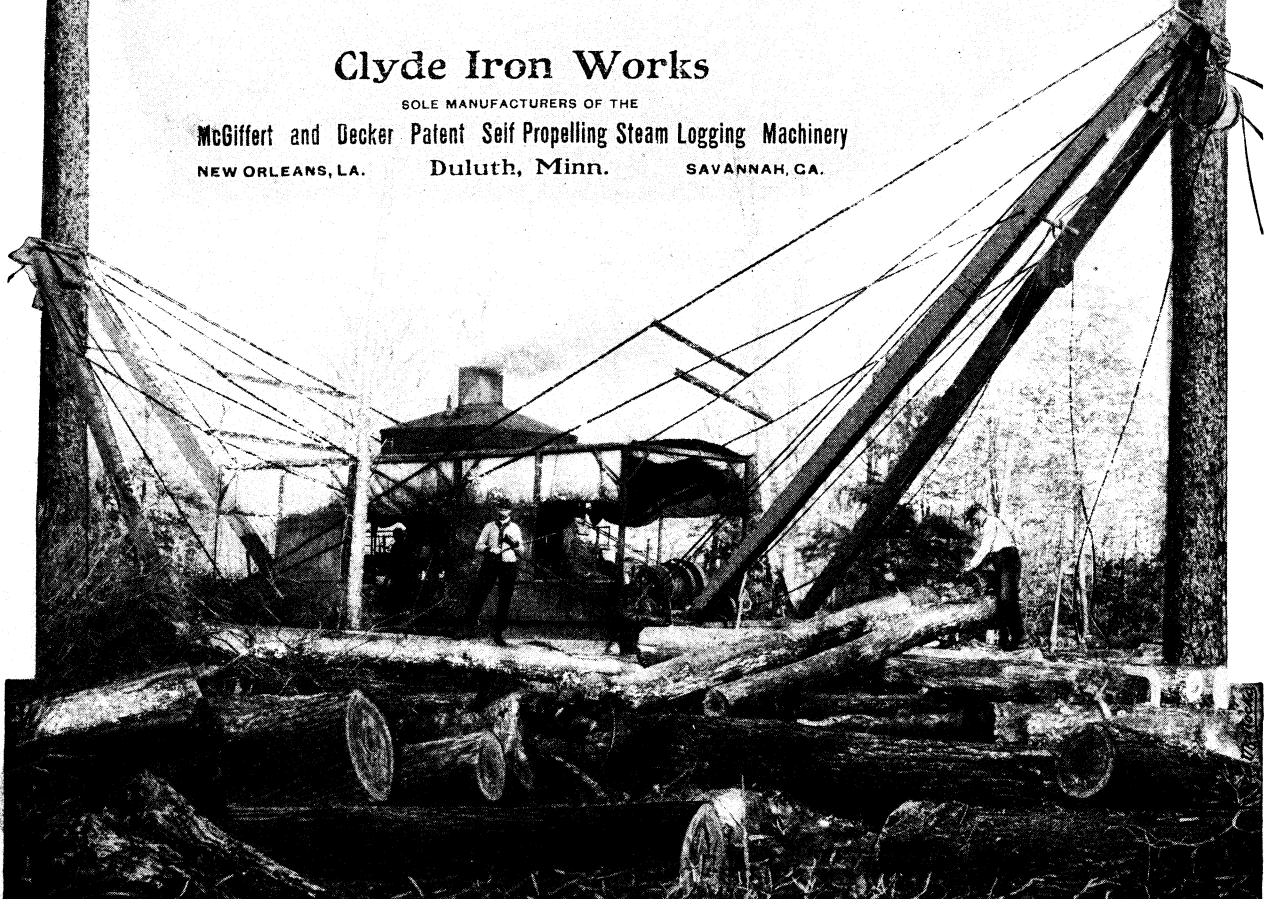
SOLE MANUFACTURERS OF THE

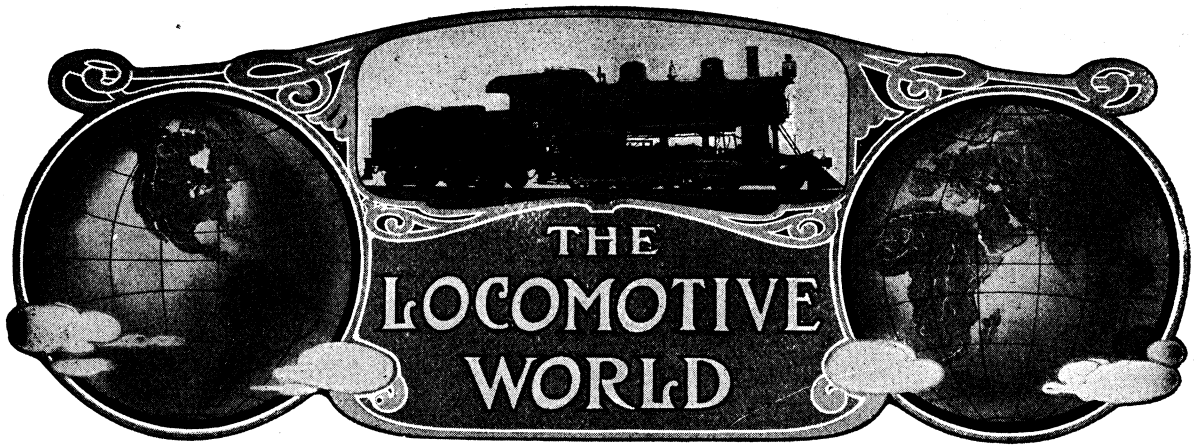
**McGiffert and Decker Patent Self Propelling Steam Logging Machinery**

NEW ORLEANS, LA.

Duluth, Minn.

SAVANNAH, GA.





VOLUME 3

AUGUST 1910

NUMBER 4

## THE LOCOMOTIVE WORLD.

PUBLISHED MONTHLY BY

THE FRANKLIN TYPE AND PRINTING COMPANY

H. C. HAMMACK, EDITOR.

210 N. ELIZABETH ST.,

LIMA, OHIO.

Devoted to the interests of private users of Locomotives and Equipment for Logging, Mining, Plantations and Industrial Railroads.

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### NOTICE TO ADVERTISERS.

Advertising rates furnished upon application. Changes in advertisements intended for a particular issue should reach the office of The Locomotive World not later than the 20th of the month prior to the date of issue. New advertisements requiring no proof can be received up to the 1st of the month of date of issue.

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THE FRANKLIN TYPE AND PRINTING COMPANY

Index to Advertisers see page 16

### USE OF THE BALD DRIVING WHEEL. TIRE GRADUALLY DISAPPEARING.

**A** good many years ago it was thought to be an absolute necessity for the middle driver on Mogul and Tenwheel Locomotives and second and third pair of wheels of the Consolidation type to have bald or plain tires. About 1899 there was a great difference of opinion among the well informed railroad men about the necessity of

omitting the flanges on the drivers mentioned and along about that time many of the roads began the use of all flange tires and making an allowance for a little more end play on the journals. One of the chief reasons for the abandonment of the use of the plain tire was to avoid the expense and trouble incident to carrying plain tires of several sizes in stock. This was a very good reason, and one which was well worth much consideration, as for a road having a number of engines it meant a considerable sum tied up in these particular tires, where if all tires were flanged a less stock would take care of all the requirements. Today the use of the bald tire on locomotives for the trunk line railroads is almost a thing of the past, and instead of making allowance for a little more end play in journals they overcome the grinding of the flanges on curves by setting in the middle tires on Mogul, Tenwheel, Sixwheel Switchers about  $\frac{1}{8}$  of an inch closer than the front and back drivers. This same practice is followed on the second and third pair of drivers on Consolidation. This feature may not be found to be a great advantage to private users who only have one or two engines in service, yet where a number of engines are employed it will be a great point, especially where a user has several engines of the same diameter and width flange drivers.

This is only one of the many little things that The Locomotive World is looking out for in behalf of the private users. If you are employing a similar method of economy in your operations which is not generally used by private users tell others through these columns.

## HOW TO REMOVE AND SET LOCOMOTIVE TIRES WITHOUT SHOP FACILITIES.

One of the difficulties which frequently confronts the locomotive engineer on private railway lines is the best method of removing and setting of locomotive tires. It is a very easy task when all facilities are provided such as will be found in our modern railroad shops and to which the engineer may have access, yet there are a great many private lines where these tools and conveniences are not to be found and the shop appliances are limited; this is the case in most logging, mining, and plantation plants.

There are different ways in which this work can be accomplished but we will only endeavor to explain a method which can be followed with good results. Where there are no shop facilities accessible the first problem which it is necessary for the engineer to overcome is how to remove the wheels from under the engine; on either the direct connected locomotive or the Geared. Locomotive this can be accomplished by blocking up first one end of the locomotive by means of jack screws, railroad ties or any other block that may be handy and then after the trucks or wheels are removed block up the other end of the locomotive in the same manner. When the locomotive is raised on the block it is a very easy matter to remove the trucks or wheels as the case may be. As soon as the wheels are out from under the locomotive and you have no small cranes by which you can handle them a tripod can be made by using three pieces of timber chained together at the top; you can then attach to the top of this tripod the block and fall with which the wheels on axle may be raised to an upright position, say six or eight inches off ground. When this has been done block up under wheel center with iron, stone or brick so that the tripod may be removed and the wheels left standing perfectly rigid in this upright position, care being taken that the blocks used do not extend over the tire for in case they should you would experience difficulty in removing the tire when it is properly heated. After this has been done cover the entire wheel center with mud in such a manner that water may be applied during the operation of heating the tire in order to keep the center as cool as possible. Arrange the mud on the center so

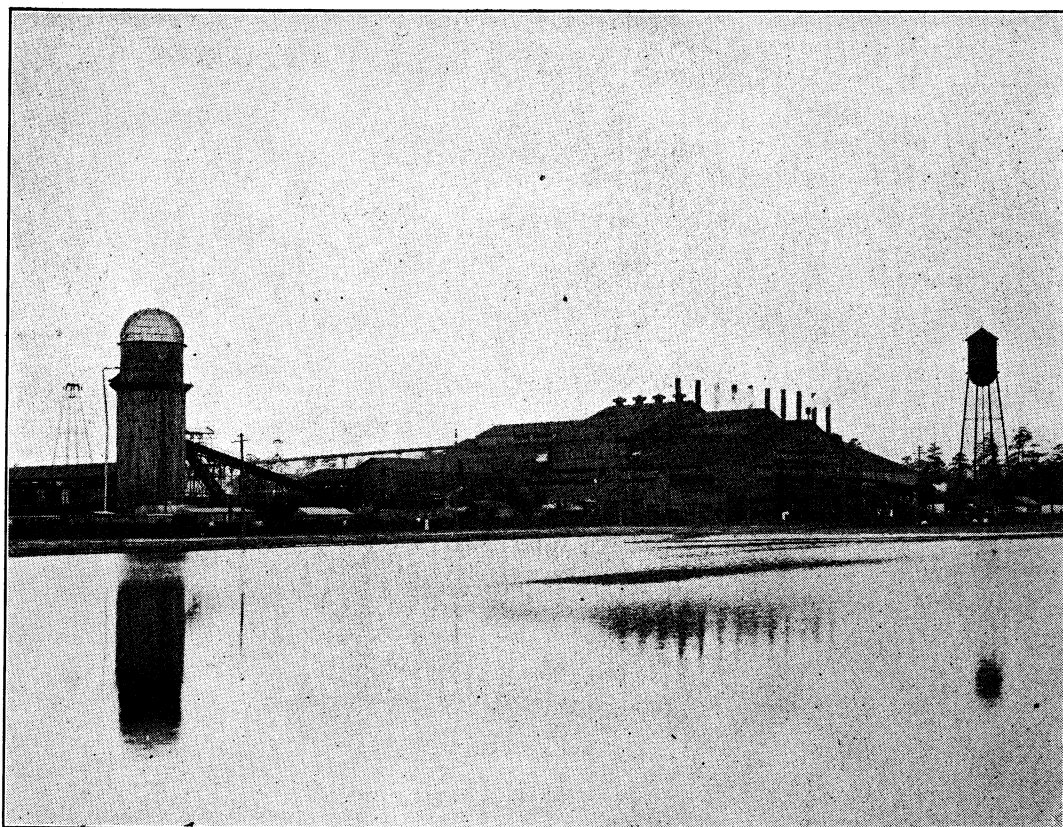
that the water will drain towards the center and run away from the opening near the axle without coming in contact with the tire. You should then build a quick, hot fire around the outer edge and in a short time the tire will expand sufficiently so that by using a sledge and striking evenly around the rim of the tire it will begin to slip and may be removed with little or no trouble at all. Great care must be exercised in keeping the mud damp during the operation of heating the tire as it is very essential to keep the wheel center cool, otherwise you may experience more or less trouble with the wheel center cracking, etc. In case you do not want to preserve the tire or remove it whole so that it may be turned and refitted again and simply want to throw the tires which are removed, in the scrap, and you have a drill press in your blacksmith shop, which is usually the case around all plants, the best method is to drive a line of holes across the tire and then drive in a wedge which will either spread or split the same, permitting its removal.

In setting new tires after the old ones have been removed you can use the same apparatus for handling the wheel center on axle as was used in raising the wheels on axles upright. Pile the tires one on top of the other, with the flange on the lower side at the same time leaving an open space at the bottom of the pile, say about the same distance that you left on heating the one tire to remove it, about six or eight inches to act as a draft. After you have done this build a wood fire inside and make it a quick, hot fire as possible; then after the tires are hot, not red hot however, and have expanded use tripod, block and fall again lifting the tire over the wheel center and let it settle down to place. In case the tire should stick a slight blow from a hammer or sledge will make it go to its proper place. Then throw water over it when it will quickly shrink to its natural size. Great care should be taken in having the outside of the wheel center and the inside of the tire clean and free from all dirt and ashes. When ready to place the tire in case you should desire to handle the wheel centers on axles with the tripod instead of the tire, the tires should be piled with the flanges up and then after the wheels center has been dropped to place it should be allowed to stand a short time to cool the tire so that it will not slip off when raised to reverse the wheels,



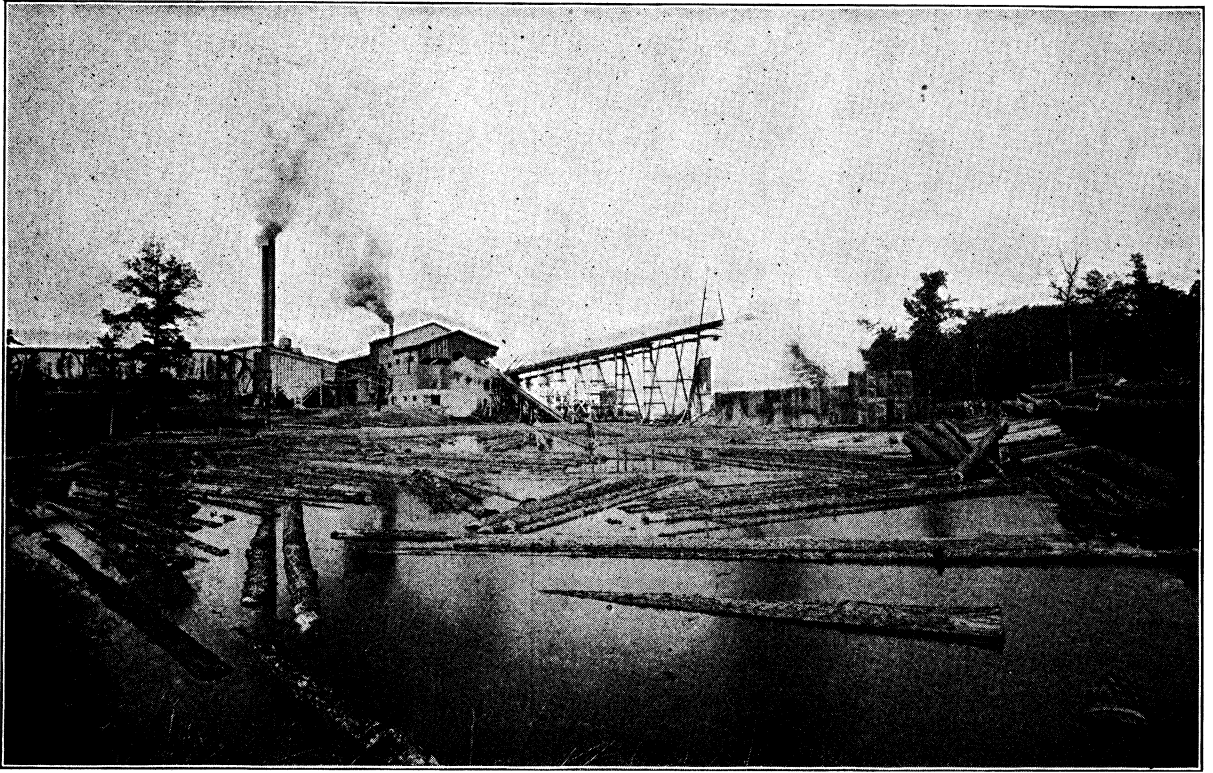
## Thirty Years Ago As Compared With Today

**I**T seems but a few years ago when the circular saw was all the rage with the lumbermen, and the logging was all done by oxen or teams, hauling on sleds in the winter and on wagons in the summer. However, thirty years ago marks the epoch when the primitive method of logging was given up for a more up-to-date way. This was when the locomotive and tramway was suggested to take the place of the oxen, horses, sleds and wagons. The circular saw held its own longer and was not displaced by our modern band saw until about 1890. The last thirty years has marked a great improvement in the manufacture of lumber in all its phases, and while we today consider that there could hardly be any further improvement, there is no question but what in the next thirty years to come there will be great changes which will enable the lumbermen to cut the cost of production today nearly in two.

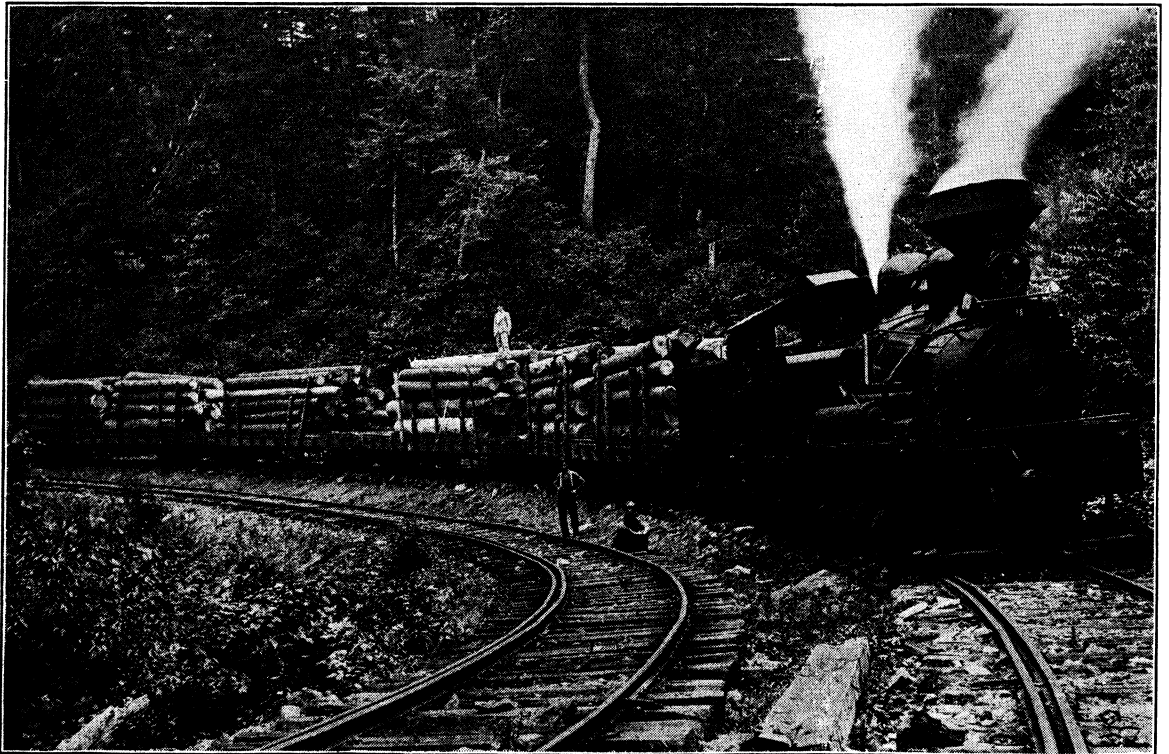


NEW MODERN SAW MILL OF THE GREAT SOUTHERN LUMBER CO., AT BOGALUSA, SHOWING MILL POND IN FOREGROUND.  
LATH MILL AT LEFT.

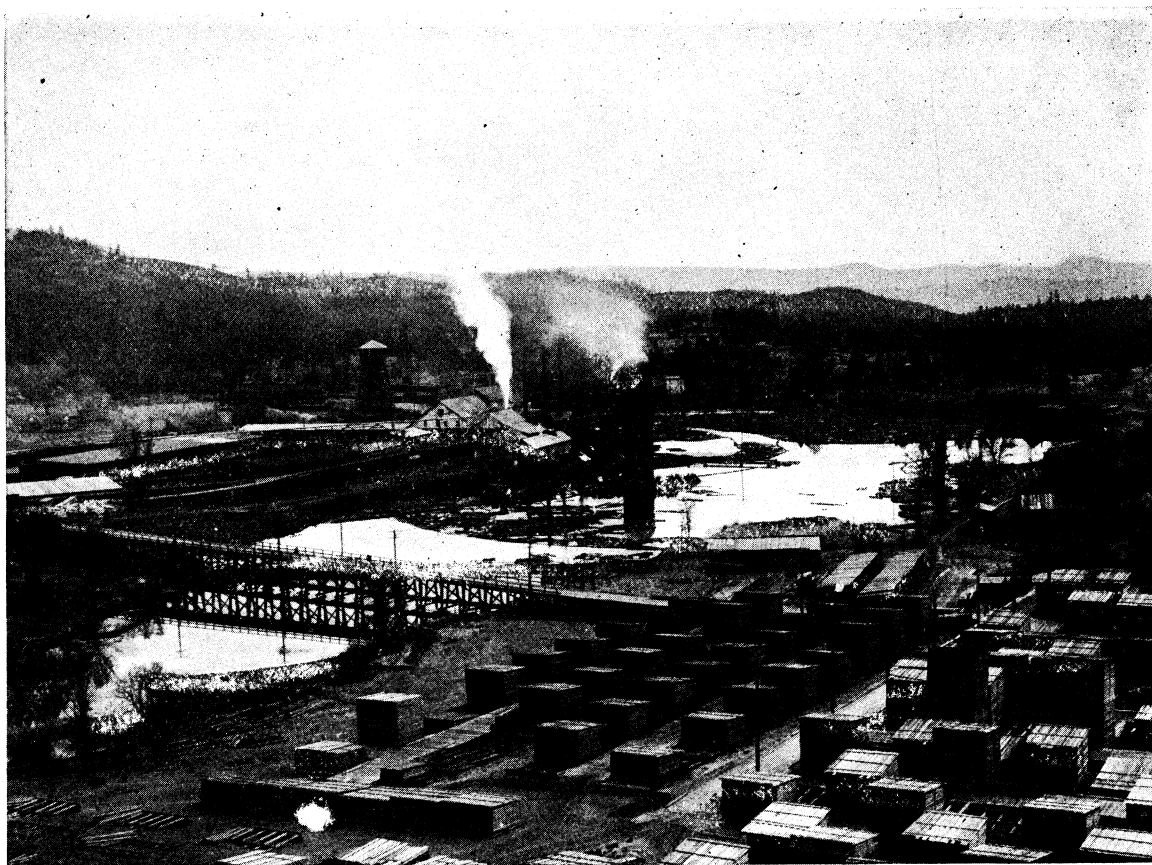
To illustrate what has taken place in the last thirty years in the method of transportation of logs from the woods to the mill, we show a cut of one of the first logging locomotives on a logging tram road. This locomotive was called a "Shay Patent" locomotive, after the name of a lumberman in Northern Michigan who originated the same. Today, the locomotive which still retains the name of the patentee, "Shay," is as much different as day and night. So it is with all the machinery used in lumbering and logging operations. Picture in your mind, if you please, one of the old style saw mill plants with the old circular saw housed in a shed having clapboard sides and roof, with some of the modern saw mill plants of today which we illustrate herein, and note the great advance. Take the band saw which displaced the circular saw, many marked improvements were made even within the last twelve years. These improvements all lead to economy in



SAW MILL AND LOG POND, ALEX'R GILMER LUMBER COMPANY, REMLIG, TEXAS.



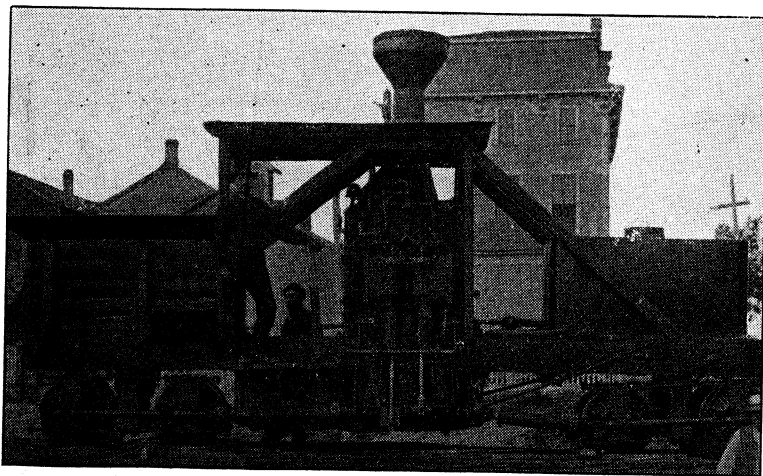
TRAIN OF TWELVE CARS AT END OF SWITCH BACK, 6 PER CENT GRADE, ON GREENBRIER AND ELK RAILROAD, PULLED BY FIFTY-TON SHAY LOCOMOTIVE.



BIRD'S EYE VIEW OF WEST SIDE LUMBER COMPANY'S PLANT, TOULUMNE, CALIFORNIA.



HETCH-HETCHY AND YOSEMITE VALLEY RY., 20 CAR TRAIN PULLED BY 60 TON SHAY LOCOMOTIVE, SHOWING BOTH ENDS ROUNDING LOOP, 4.8 PER CENT GRADE.



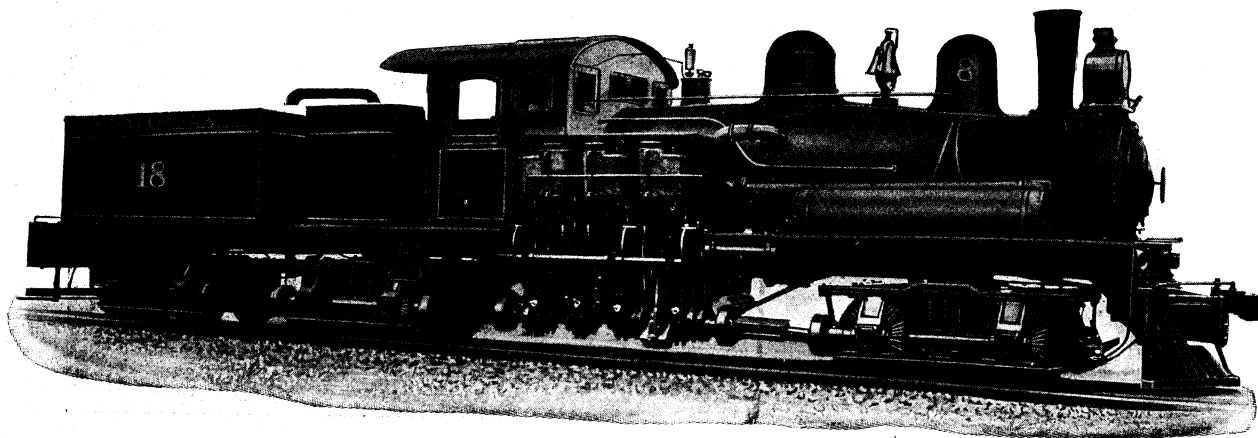
THE FIRST REAL LOGGING LOCOMOTIVE "SHAY PATENT GEARED."

the cost of production.

The band saw replaced the circular saw because of the great saving in kerf, increased capacity and accuracy which it afforded in turning out better quality of lumber. From the band saw has emanated the band resaw, which came into general use in America about twelve years ago. The resaw was for several years after its inception, an experiment, yet today it is very important adjunct to the saw mill plant.

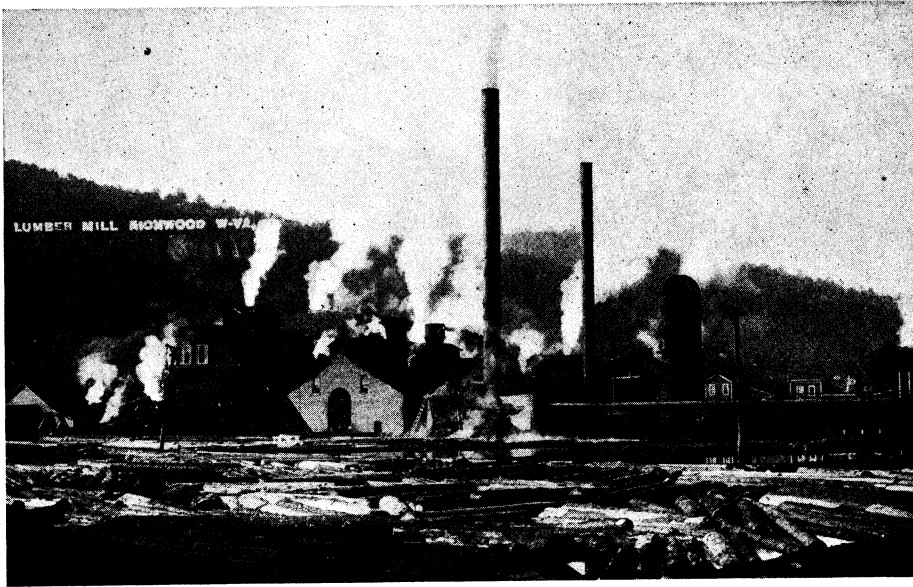
In the following we give a brief resume of some of the large-

est lumber plants in the United States. These are models of saw mill construction, filled with the latest improved machinery and exhibitions of magnificent engineering talent, in the use of steam hydraulics and electricity. Nowhere in the world can be found so many well constructed saw mills as in the United States. Many of these large mills have started within the last five years, and a few of the ones which are in the *Yellow Pine Belt* of the South are: Great Southern Lumber Co., Bogalusa, La.; J. J. Newman Lumber Co., Hattiesburg, Miss.; Finkbine Lumber Co., Wiggins, Miss.; Alexander Gilmer Lumber Co., Remlig, Texas.; Eastman, Gardiner & Co., Laurel, Miss.; W. C. Wood Lumber Co., Collins, Miss.; Butterfield Lumber Co., Norfield, Miss.; Kirby Lumber Co., Houston, Texas; Frost, Johnson Lumber Co., Alden Bridge, La. and Long Bell Lumber Co., main office Kansas City, Missouri, with mills all through the South, some of the principal ones being, De Ridder, La., Yellow Pine, La., Lufkin, Texas, Boniami, Longville, La., Lake Charles, La. and Woodworth, La. In the famous Spruce district of West Virginia, we find West Virginia Spruce Lumber Co., Cass, W. Va.; Cherry River Boom & Lumber Co., Richwood, W. Va.; Pardee & Curtin Lumber Co., Curtin, W. Va.; Laurel Manufacturing Co., Fenwick, W. Va.; Warn Lumber Co. Seibert, W. Va.; Parsons Pulp & Lumber Co., Horton, W. Va.; J. M. Bemis, Bemis, W. Va.; Flint, Erving & Stoner, Dunlevie, W. Va.; and Tioga Lumber Co., Tioga, W. Va. In other sections of the United States a few we might name are: Laquin Lumber Co., Laquin, Pa.; Babcock Lumber Co., Ashtola, Pa.; West Side Lumber Co., Tuolumne, Cal.; A. J. Niemeyer Lumber Co., Little Rock, Ark.; Potlatch Lumber Co., Potlatch, Idaho; Humbird Lumber Co., Sand Point, Idaho; Geo. Palmer



A MODERN LOGGING LOCOMOTIVE. "THE SHAY."





SAWMILL PLANT, CHERRY RIVER BOOM AND LUMBER CO., RICHWOOD, W. VA.

Lumber Co., La Grande, Ore.; Chapman Timber Co., Portland, Ore.; St. Paul & Tacoma Lumber Co., Tacoma, Wash.; Blackwell Lumber Co., Couer de 'Alene, Idaho.

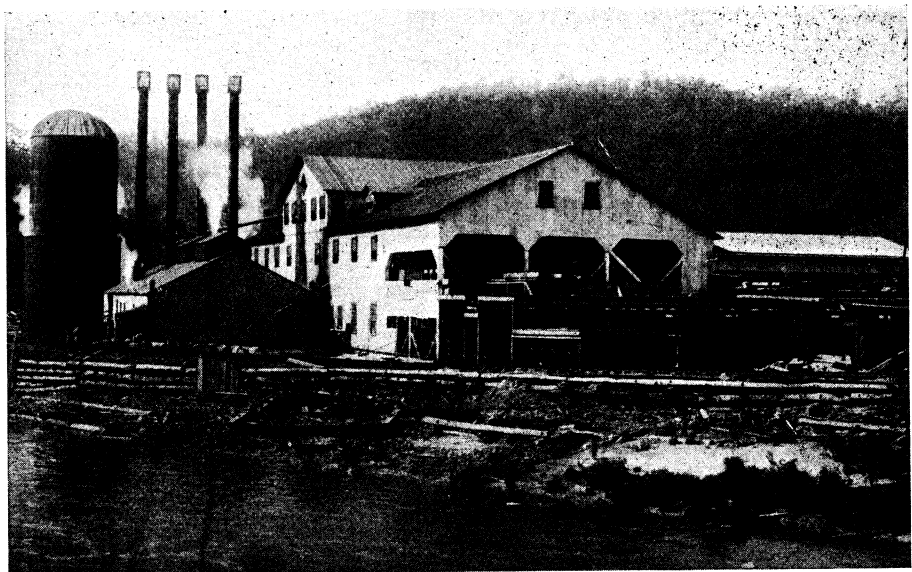
The largest lumbering proposition in the world we find to be that of the Great Southern Lumber Co. at Bogalusa, La. A visit to Bogalusa is worth the time and expense consumed of any lumberman, not only to see the great advance which is be-

ing made in modern saw mill construction, but to also see the modern conveniences and sanitary appliances in the town built and owned by the Great Southern Lumber Company. This plant was built at a cost of many hundreds of thousand dollars, and has a total capacity of 700,000 feet per day.

We think we can consistently say that in no other part of the United States has the progress in lumber manufacturing been more pronounced within the last few years, than in the Yellow Pine district in the Southern States. Besides the world renowned plant of the Great Southern Lumber Co., there are other plants in this district which we cannot pass without special mention. The plant of the Finkbine Lumber Co., Wiggins, Miss., is certainly a model plant; it has an average daily capacity of 150,000 feet per day, and in it you can see some of the most modern equipment.

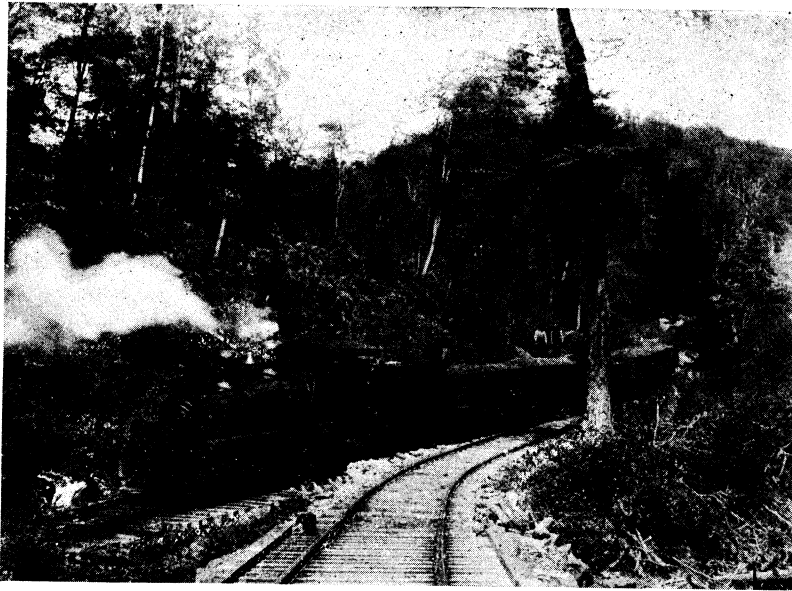
The J. J. Newman Lumber Company's plants at Hattiesburg, Miss., and Sumrall, Miss., deserve the highest praise. Both plants are modern in every respect and have a combined capacity of 360,000 feet per day.

The Eastman & Gardiner Co., at the little town of Laurel, Miss., one hundred and forty-six miles from New Orleans, have one of the most modern lumber manufac-



LOWER MILL, PARDEE AND CURTIN LUMBER COMPANY, CURTIN, W. VA.



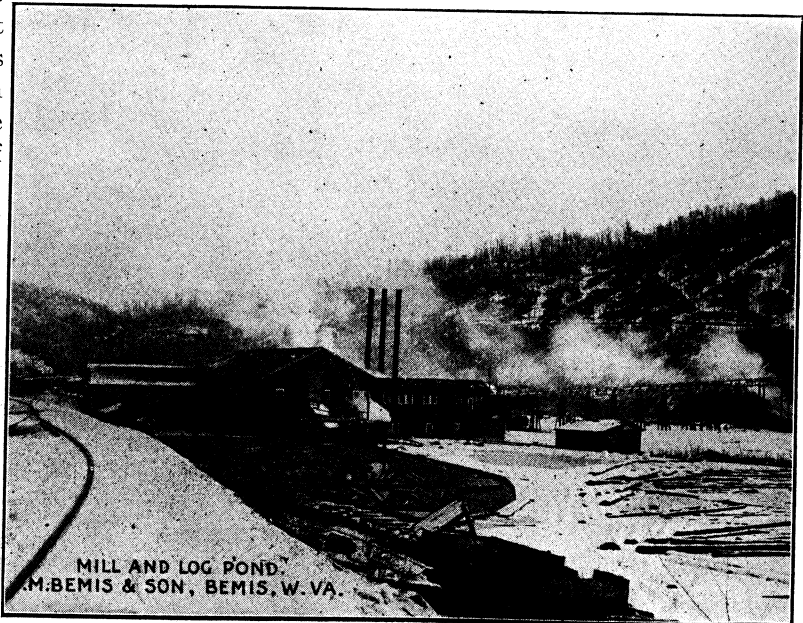


RAILROAD OF CHERRY RIVER BOOM AND LUMBER CO., 8 PER CENT GRADE.

turing plants in the South. This plant has an average daily capacity of 350,000 feet per day. The Company operates some thirty-five miles of railroad, and have most excellent railroad equipment. The Butterfield Lumber Co., of Norfield, Miss., have a thoroughly modern plant. This company was the first to operate a band mill in Mississippi, and also one of the first in the South. Their plant has a capacity of 130,000 feet per day; they operate in connection with their lumber company the Natchez-Columbia & Mobile Railroad. It is

thirty-four miles in length and is operated under the standard code of train rules and by telephone system of train orders.

In the famous Spruce district if you want to come in contact with a good mill, you should not fail to visit the Parson Pulp & Lumber Co., Horton, W. Va. This company owns the town of Horton, and every modern convenience is accorded the people living there, such as good hotel accommodations, churches, schools, opera house, water works, electric lights, etc. The mill of the Parsons Pulp and Lumber Co. has a capacity of 100,000 ft. per day. They figure that the entire cut for 1910 will aggregate 30,000,000 feet. While you are making the rounds in the Spruce country, don't fail to call on the other concerns of which we heretofore made mention. J. M. Bemis & Son have an excellent plant at Bemis, W. Va. This is a busy mill. Then down in West Virginia there is a little town by the name of Cass, of about five hundred inhabitants, located on the Greenbrier branch of the Chesapeake & Ohio Railroad, and here we find the West Virginia Spruce & Lumber Company's plant. This is undoubtedly one of the best equipped plants in this section. Not so very far from Cass will be found the Flint, Erving & Stoner Lumber Co., at Dunlevie, W. Va. The operations of this company we can say are among the largest in the country



MILL AND LOG POND  
M. BEMIS & SON, BEMIS, W. VA.



FIFTY TON SHAY LOCOMOTIVE WITH TRAIN LOAD OF LOGS ON 8 PER CENT GRADE.



MILL, LAUREL MFG., CO. FENWICK, W. VA.

Leaving this section it would be unwise to not visit Nicholas County, and the companies operating southeast of Clarksburg, as there we will come across some interesting plants. Pardee & Curtin Lumber Co. have two plants located at Curtin, both filled with modern machinery. Tioga Lumber Co., Tioga W. Va., operates a 100,000 daily capacity mill, which is one of the best of its kind. Cherry River Boom & Lumber Co.,

of Richwood, W. Va., own and operate two large mills in Nicholas County. The Richwood plant operated by this company is perhaps one of the largest in the State of West Virginia. Coming up out of this district and drifting into Pennsylvania, we find the large timber holdings of the Babcock Brothers, operated by a company under the style of Babcock Lumber Co. This company's mills are located at Arrow, Pennsylvania, and Ashtola, Penn. The annual cut of these two mills, is sixty million feet. Both mills are equipped with up-to-date and modern machinery.

If you are on the Pacific Coast, it would be a good idea to take in some of the California sugar and white pine mills. An extensive producer is that of the West Side Lumber Co., Tuolumne, Cal. The fact that the timber is not located close around Tuolumne, it operates a railway known as Hetch-Hetchy Yosemite Valley Railway, which is some thirty-five miles in length. The saw



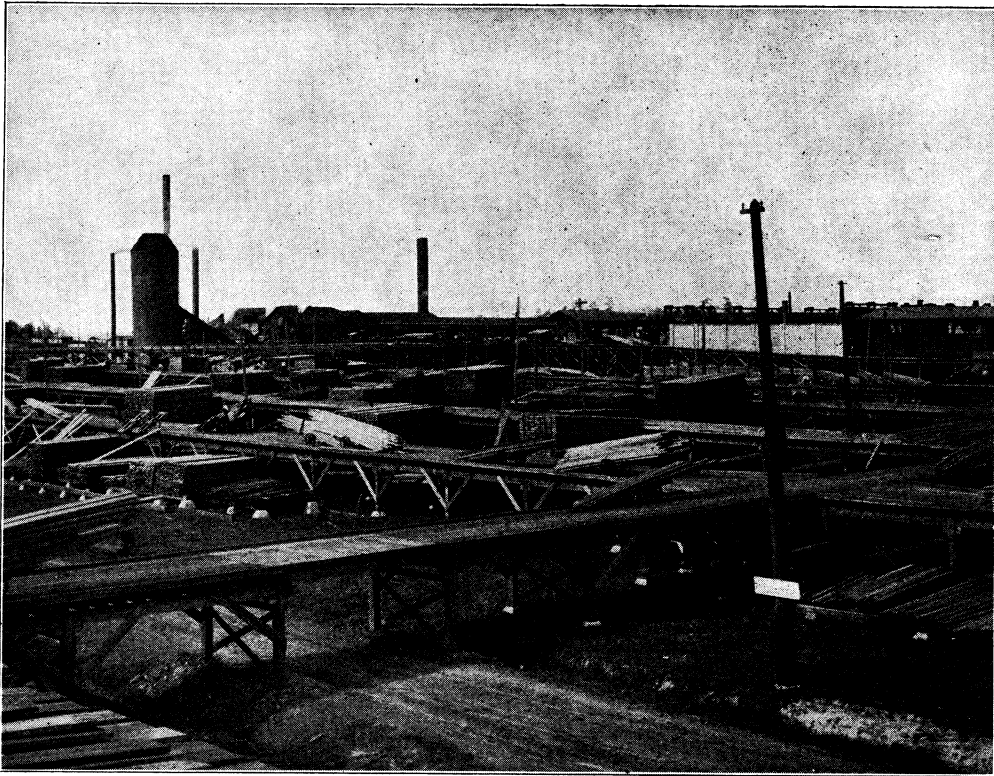
MCGIFFERT LOG LOADER AT WORK IN WOODS, J. M. BEMIS AND SON.,  
BEMIS, W. VA.



MILL AND LOG POND  
FLINT, ERVING & STONER  
DUNLEAVIE, W. VA.

mill owned by this company has a daily capacity of 160,000 feet and is equipped with all modern up-to-date machinery.

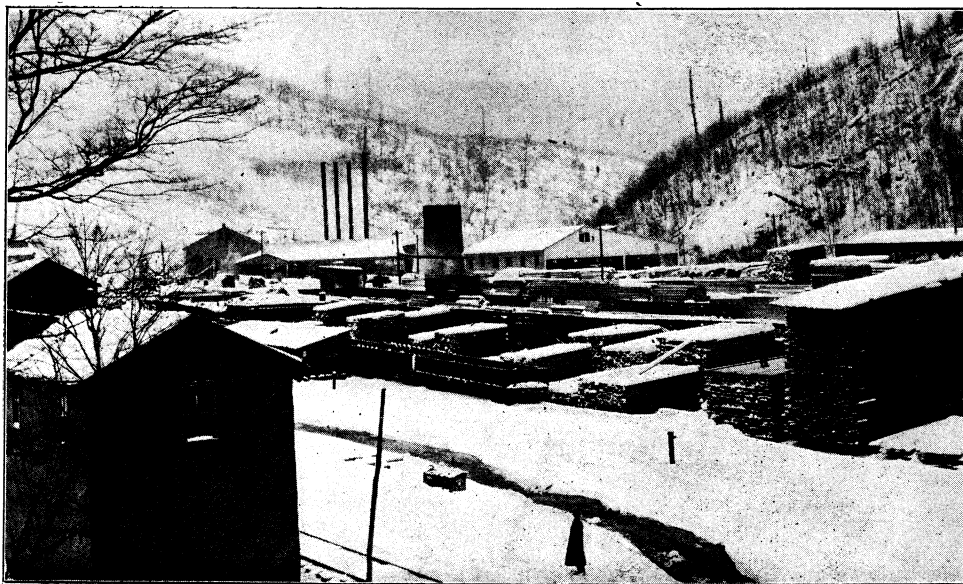
In the State of Washington, the St. Paul & Tacoma Lumber Co., of Tacoma, Wash., is one which should not be missed, and then when you get over into the Inland Empire, a name which is given to the country within a radius of two hundred miles of Spokane, there is the Blackwell Lumber Co., successors to the B. R. Lewis Lumber Co., Couer d'Alene, Idaho. The plant operated by this company has an annual capacity of



PARSON'S PULP AND LUMBER CO'S. MILL AND LUMBER YARD AT HORTON, W. VA.

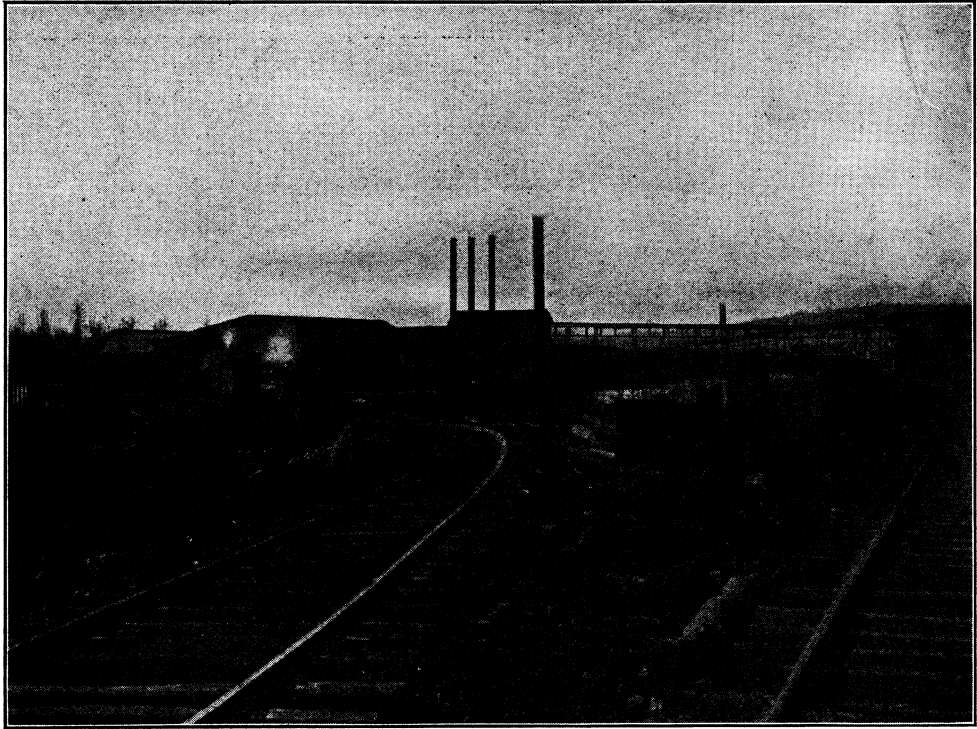
100,000 feet.

We have given a few illustrations of logging equipment used in the different sections as well as the saw mill plants, and comparing the methods now employed with those in vogue a



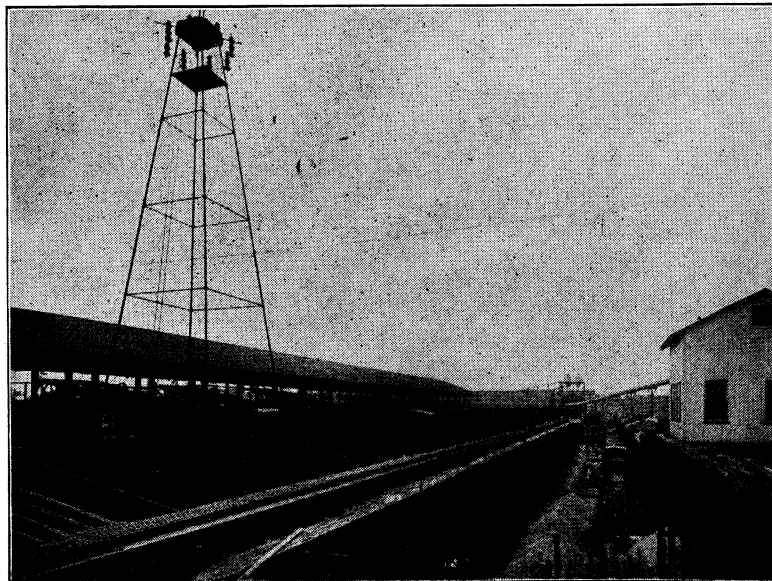
VIEW OF EASTMAN, GARDINER AND COMPANY'S PLANT, SHOWING SORTING PLATFORMS.





MILL, BABCOCK LUMBER COMPANY, AT ARROW, PA.


number of years ago, one can see that there has been a great evolution in the manufacture of lumber, the handling of the logs from the woods, etc. However, considering what has taken place in the past, we may look for a greater improvement in the next thirty years to come as the American people are not content to let well enough alone, but are always working for something better.

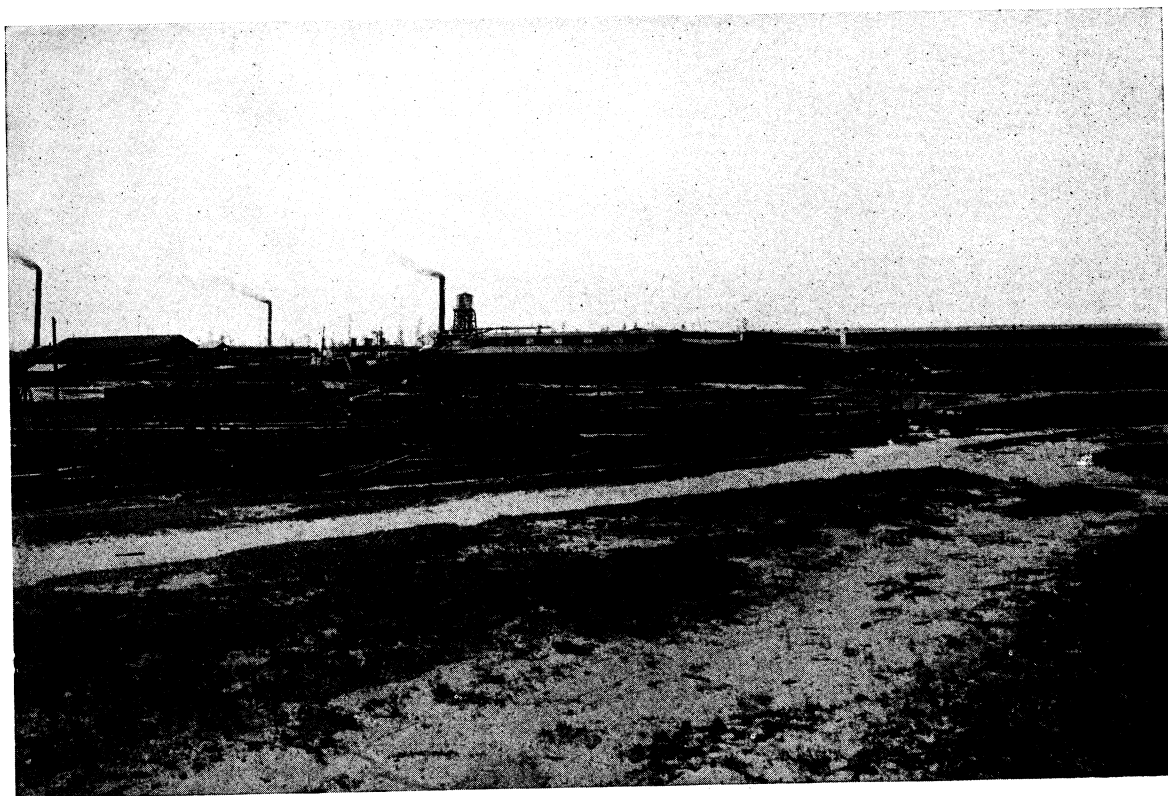


THE 8-SECTION SOULE AUTOMATIC STACKER AND LUMBER SORTER,  
GREAT SOUTHERN LUMBER COMPANY.





 NORTH END VIEW OF MILL, TOIGA LUMBER COMPANY.



PLANT OF THE FINKBINE LUMBER COMPANY, WIGGINS, MISS.

## CONDITION OF CROPS.

Washington, D. C., August 8.—The average condition of the corn crop on August 1, as estimated by the Crop Reporting Board of the Department of Agriculture made public at 2:30 p. m., with the general monthly crop report to-day, was 79.3, as compared with 85.4 last month, 84.4 a year ago, and 82.1, the average on August 1 for the last ten years.

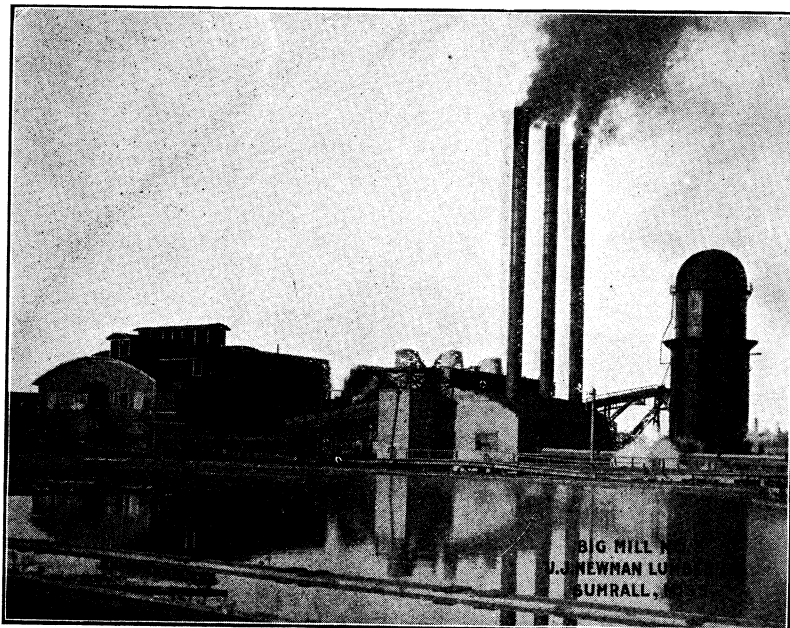
Preliminary returns indicate a winter wheat yield of about 15.8 bushels an acre, or a total of about 458,294,000 as compared with 15.8 and 446,366,000 bushels respectively as finally estimated last year.

The average quality of the crop is 92.6 against 90.3 last year.

The average condition of spring wheat on August 1 was 61 per cent, as compared with 61.6 last month, 91.6 last year, and 81.9 the ten year

average on that date.

The average condition of the oat crop on August 1 was 81.5, as compared with 82.2 last month, 85.5 a year ago, 76.8 in 1908, and 82.6



the ten-year average on that date.

The average condition of tobacco on August 1 was 78.5, as compared with 85.3 last month, 83.4 a year ago, 65.8 in 1908, and 82.2 the ten-year average on that date.

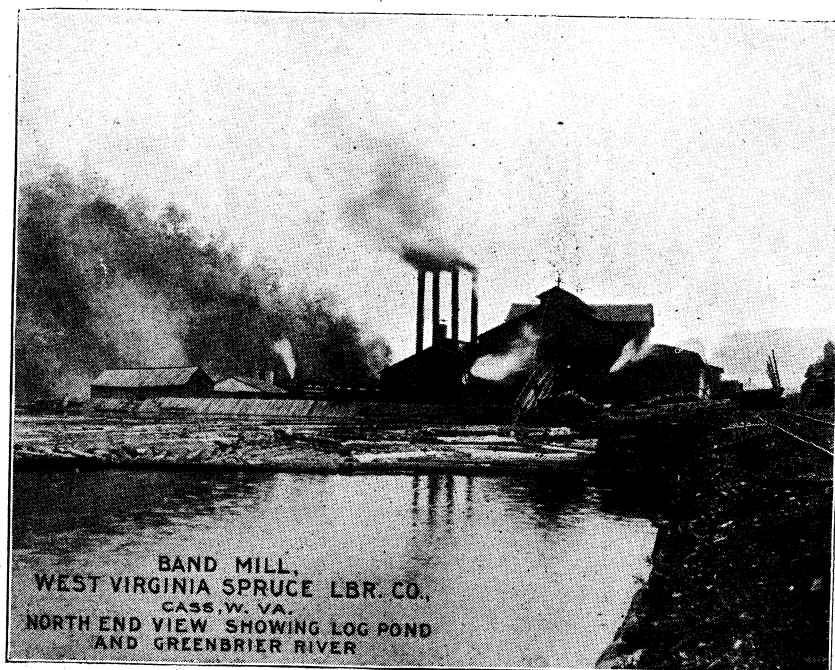
The condition in important tobacco states was:

Kentucky 77, North Carolina 74, Virginia 85, Ohio 80, Pennsylvania 86, Tennessee 86, Wisconsin 60, South Carolina 73, Connecticut 85, and Florida 82.

## BEFORE AND AFTER.

Prosperous publisher—  
Do you write before or  
after eating?

Poet (faintly)—Always  
before unless, I have some-  
thing to eat.—Judge.



# BROWNING

**Locomotive Cranes, Log Loaders, Steam Shovels,  
Automatic Buckets, Lifting Buckets, Etc.**



For handling any heavy material such as Casting, Car Trucks, Machinery or Logs, a Browning Crane with Hook Block as shown above, is a most efficient tool. Fitted with an Electric Lift Magnet these cranes will handle Pig Iron, Billets and Scrap of all kinds at very low cost, and with a Grab Bucket. Coal and like material is handled more cheaply than by any other method. Our machines are in use on every kind of proposition which involves the handling of material and we probably have some data of interest to you. Write us now and we will be pleased to give any information you desire.

**THE BROWNING ENGINEERING COMPANY**  
**Cleveland, Ohio**

**New York   Philadelphia   Pittsburg   Chicago   Kansas City   San Francisco**

**Just say you saw this ad in The Locomotive World.**

## THE DRUMMER'S DREAM.

A little room in a little hotel,  
In a little country town,  
On a little bed with a musty smell,  
A man was lying down.

A great big man with a great big snore—  
And he lay on his back, you see—  
And a peaceful look on his face he wore,  
For sound asleep was he.

In his dream what marvelous trips he made,  
What tremendous bills he sold!  
And nobody failed and every one paid,  
And his orders were as good as gold.

He smiled and smothered a scornful laugh  
When his fellow-drummer blowed;  
For he knew that no other had sold the half  
Of what his order book showed.

He got this letter from home one day:  
"Dear Sir: We've no fitter term  
To use in your case than simply to say  
Henceforth you are one of the firm."

And a glorious change this made in his life;  
He now from the road withdrew;  
And really soon got to know his wife,  
His son and his daughter, too.

And then he moved from his obscure flat  
To a house on the avenue;  
Lived swell, was happy, got healthy and fat,  
Respected and wealthy, too.

But with a thump, bang! whang! thump again,  
The LandLord stood at the door,  
"It's purty nigh time for that 6:10 train!"  
And the Drummer's dream was o'er.

## CHANGE IN LOCATION.

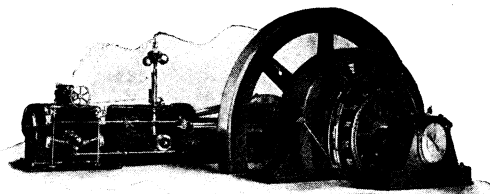
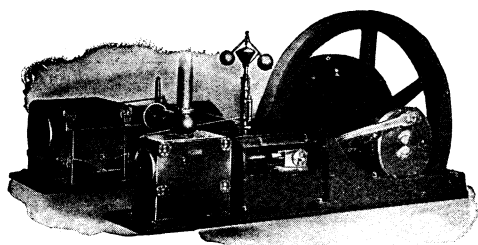
The Jeffrey Manufacturing Company, Main Office and Works, Columbus, Ohio, are changing the location of their Denver Office from No. 1711 Tremont Place, and after August 1st will occupy a commodious suite of rooms in the First National Bank Building.

This Company besides maintaining a large selling force in over a dozen of the leading cities of this country, also maintain a corps of engineers at their branch offices situated in the following cities: Chicago, St. Louis, Denver, Montreal, Pittsburg, Charleston, W. Va., Boston, New York, and Birmingham.

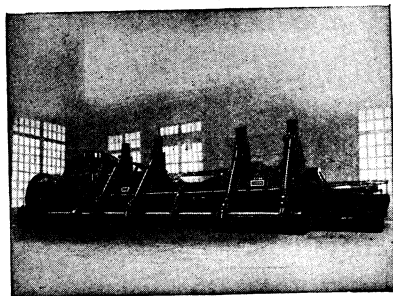
There are also nearly 100 Jeffrey Agencies in additional cities in this country and abroad.

## INDEX TO ADVERTISERS AND WHAT THEY HAVE TO SELL.

Bass Foundry & Machine Co., The.....	Corliss Engines, Water Tubes and Tubular Boilers, Chilled Wheels, Axles, etc., Page 22
Browning Engineering Co., The.....	Locomotive Cranes, Log Loaders, Steam Shovels, Automatic Buckets, Lifting Buckets, Etc.....Page 15
Clyde Iron Works.....	Steam Skidders, Log Loaders, Logging Machinery, Etc.....Inside Front Cover
Cooper Co., The C. & G.....	Steam and Gas Engines.....Page 17
Detroit Seamless Steel Tubes Co.,.....	Locomotive Flues, Safe Ends, Arch Tubes, Etc.....Page 29
Directory Engineers.....	Page 20
Directory Technical Papers.....	Page 18
Edna Brass Mfg. Co.....	Monitor Injectors, Fire Extinguishers, Etc.....Page 27
Jeffrey Mfg. Co., The.....	Conveying Machinery.....Page 25
Kunkle & Co., E. B.....	Pop Safety Valves for Portable, Stationary, Locomotive and Marine Boilers.....Page 21
Lidgerwood Mfg. Co.,.....	Steam Skidders, Log Loaders, Logging Machinery, Etc.....Outside Back Cover
Lima Locomotive & Machine Company, The	LOCOMOTIVES.....Pages 20, 28
Lima Equipment Co., The.....	Log Cars, Second Hand Locomotives, Etc.....Pages 24 and Inside Back Cover
Lima Vacuum Cleaning Machine Co., The	Portable and Stationary Vacuum Cleaning Machines.....Page 26
Michigan Lubricator Co.....	Locomotive Lubricators.....Page 24
Ohio Steel Foundry Company.....	Steel Castings.....Page 19
Pittsburg White Metal Co.....	Armature Anti-Friction Metal.....Page 23
Sprague Electric Co.....	Page 32
Standard Tool Co., The.....	Staybolt Taps, Machine Pipe Taps, Boiler Taps, Etc.,.....Page 31
Trussed Concrete Steel Co.....	Kahn System Reinforced Concrete.....Page 30
Vulcan Steam Shovel Co., The.....	Steam and Electric Shovels.....Page 31



## THE C. & G. COOPER CO. ENGINE BUILDERS



**STEAM**  
50 to 10,000 H. P.

**GAS**  
250 to 3,000 H. P.



**Home Office and Works, Mt. Vernon, Ohio**

**BOSTON, 411 Weld Bldg.**

**ATLANTA, 509 Candler Bldg.**

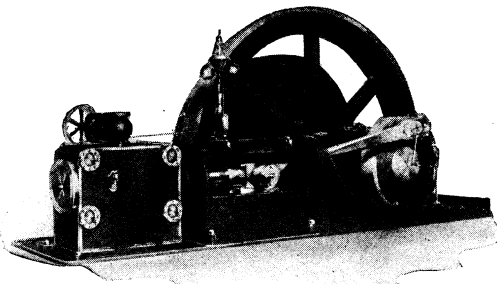
**NEW YORK, 1419 Bowling Green Bldg.**

**CHARLOTTE, N. C., Court House Square**

**PHILADELPHIA, Drexel Bldg.**

**CHICAGO, 1539 First National Bank Bldg. .**

**PITTSBURG, 604 Frick Bldg.**



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## THE LOCOMOTIVE WORLD

210-212 N. Elizabeth St.

LIMA, OHIO

.....191...

Please send me THE LOCOMOTIVE WORLD for one year, for which find enclosed fifty cents.

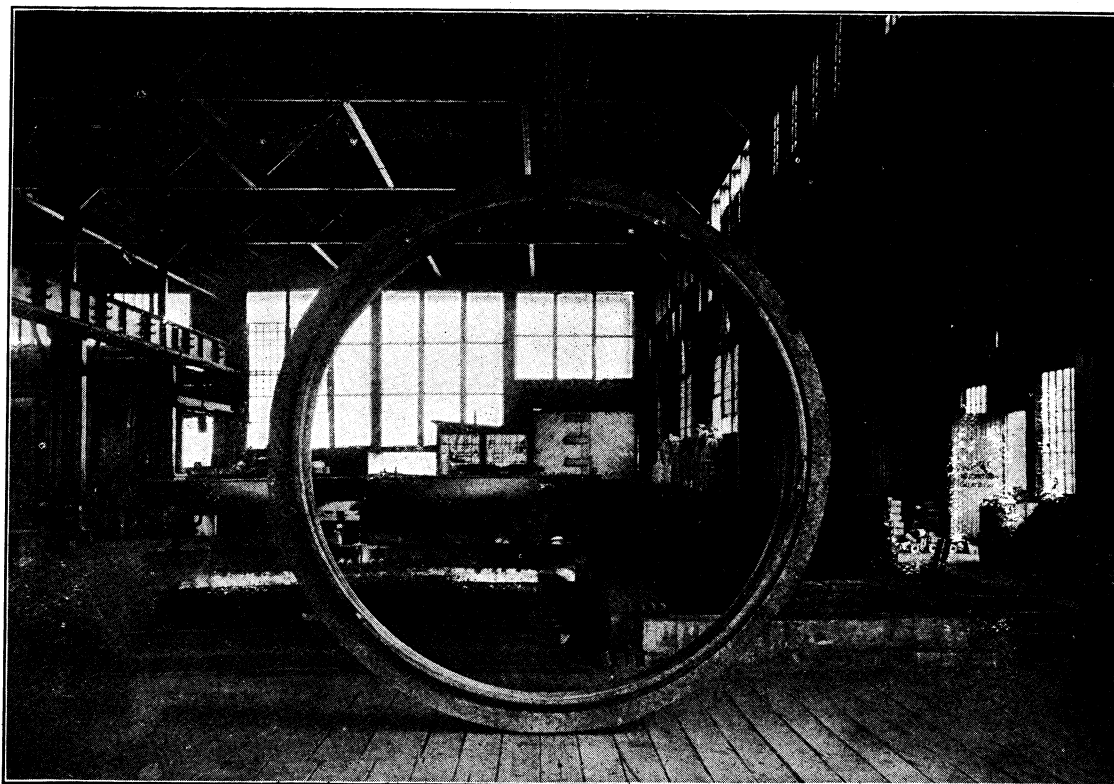
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Town.....State.....

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# STEEL CASTINGS



The above cut shows one of the steel rings we have just poured for a cement mill  
It weighs 8,500 lbs. and is 10 feet 8 inches in diameter

We are prepared to turn out steel castings of any size, for all classes of  
work. Give us a trial; no order too small or too large to  
receive our prompt attention

**OHIO STEEL FOUNDRY CO.**  
**LIMA, OHIO**

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Only competent and reliable men employed

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#### Plans and Specifications

For the Complete Equipment of Steam and Electric Power  
Plants of all sizes

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## THIS SPACE

IS READ BY YOU  
WHY NOT BY OTHERS?

For Terms, Etc.

WRITE H. C. HAMMACK, EDITOR  
LIMA, OHIO

# LIMA GASOLINE LOCOMOTIVES

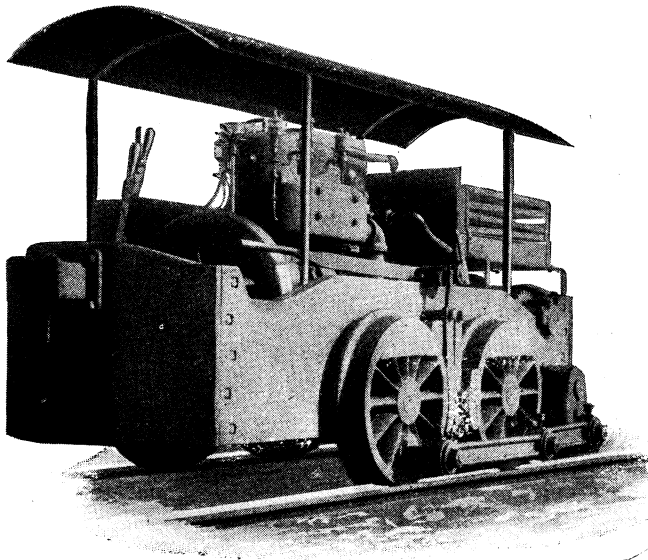


ILLUSTRATION OF THREE-TON LOCOMOTIVE, THIRTY INCH GAUGE

**For Contractors  
Stone Quarries  
Brick and  
Cement Plants  
Lumber Mill  
and  
Yard Service**

Easy to control, and economical to operate. Built for all gauges, and in several small sizes.

Fuel may be alcohol, gasoline or kerosine.

Write for Bulletin "J"  
giving description

**The Lima Locomotive and Machine Company**

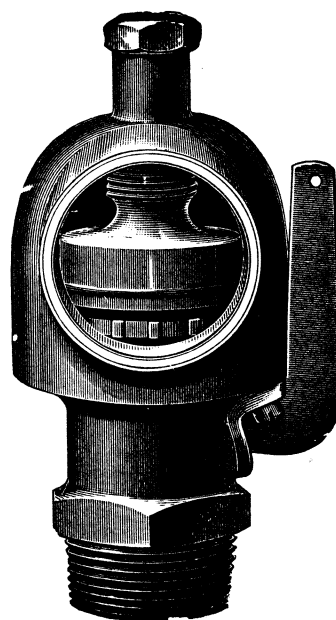
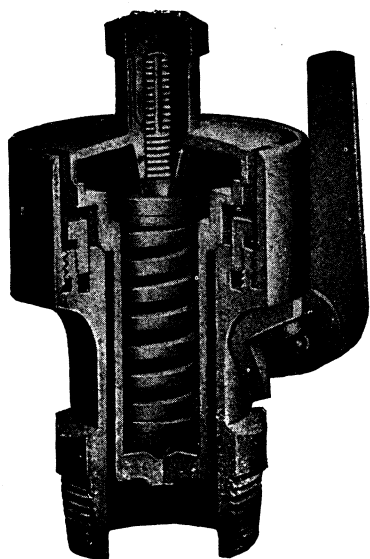
Lima, Ohio, U. S. A.

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# **KUNKLE POP SAFETY VALVE FOR**

## **Portable, Stationary, Locomotive and Marine Boilers**

OVER 1,000,000 IN ACTUAL USE



### **Ft. Wayne Safety Valve Works**

**E. B. Kunkle & Co.**

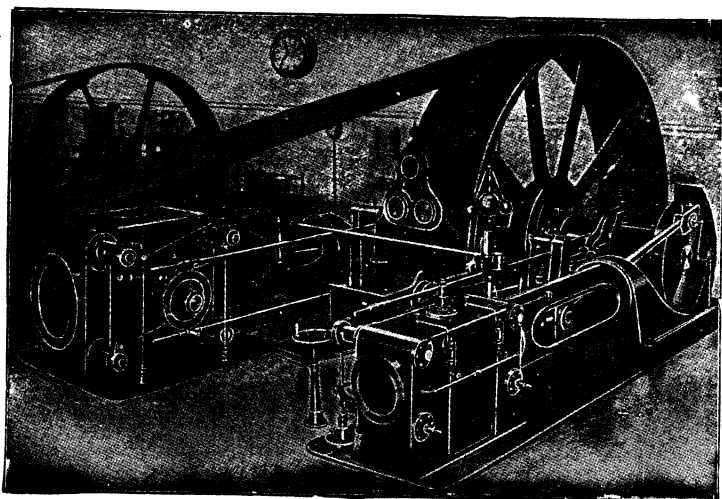
**817 Barr Street**

**Ft. Wayne, Ind.**

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# The BASS FOUNDRY AND MACHINE CO.

**FORT WAYNE, IND.**



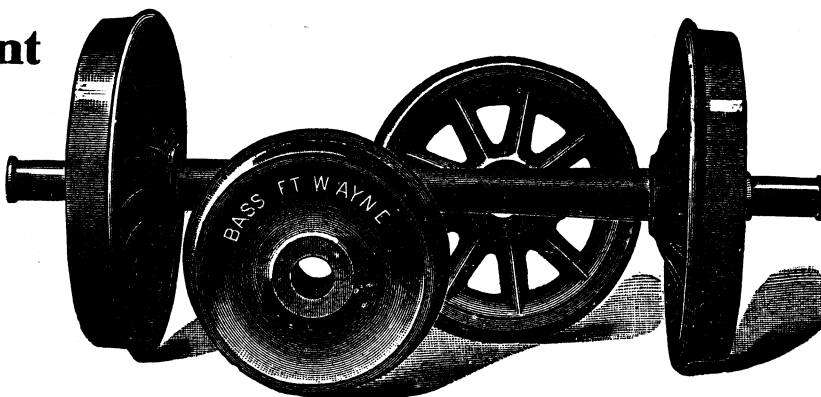
## Machinery Department

CORLISS ENGINES,  
Compound, Condensing  
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Service.

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Plants.

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Frames, Connecting  
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Crank Shafts of Single,  
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Throw, and Iron and  
Steel Forgings of  
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Superior Chilled Iron Wheels for Cars, Tenders and Locomotives, Car and Locomotive Castings, Cylinders, Driving Wheel Centers, also Machinery and Miscellaneous Castings

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**ARMATURE - ANTI-FRICTION - METAL**  
**PITTSBURGH WHITE METAL CO. PITTSBURGH NEW YORK**

## **The VITAL POINT in the EQUIPMENT of all MACHINERY is the BABBITTING**

After years of experience, we are offering

### **Armature Anti-Friction Metal**

For all purposes where a good metal of uniform quality is required. This metal can be used for Engines of any description, Dynamos, Flour, Planing and Rolling Mills, Agricultural Machines, Electric Railways, and, in fact, wherever good service, under general conditions, is required.

The ingredients of ARMATURE permit its use in place of Genuine Metals, as the AMALGAMATION IS PERFECT.

**PRICE CONSISTENT WITH QUALITY**

*"The Quality is remembered long after the Price is forgotten."  
—Armature.*

# **PITTSBURGH WHITE METAL CO.**

**PITTSBURGH**

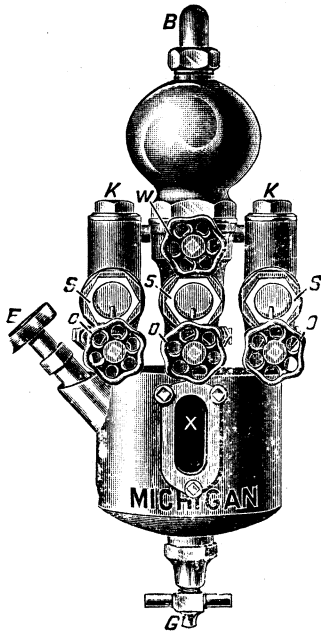
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**BOSTON**

**NEW YORK**

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# Michigan Bullseye Locomotive Lubricator



Equipped with

**Michigan Patent Steam Chest Plugs**

**Michigan Automatic Drain Valve**

**Long Gauge Glass**

**Visible Auxiliary Oilers**

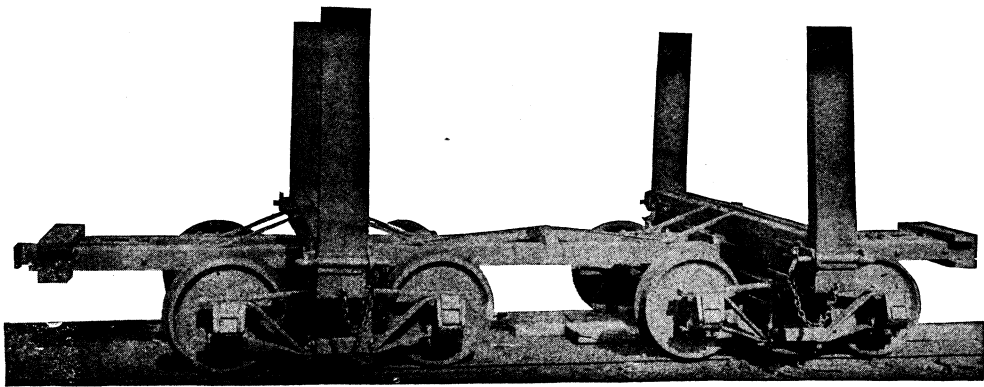
Each and Every Michigan Lubricator

Guaranteed by the

**Michigan Lubricator Company**

Detroit, Mich.

## Seventy Log Cars Ready for Shipment at Sacrifice Price



Capacity 30,000 pounds. Gauge 56 1/2 inches. Draft Sills 19 feet 6 inches. Bunks 8 feet 6 inches. Center to Center of Bunks 8 feet 10 1/4 inches. Wheels 24 inches in diameter, chilled.

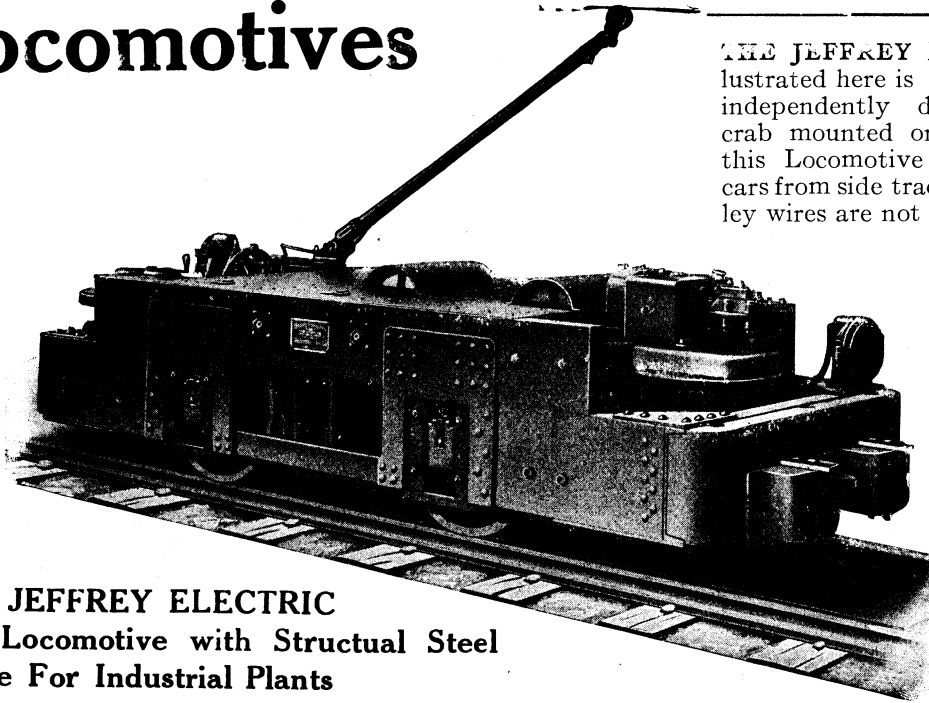
**The Lima Equipment Company**

**LIMA, OHIO**

Just say you saw this ad in The Locomotive World.

# Hauling With Electric Locomotives

THE JEFFREY Locomotive illustrated here is equipped with independently driven electric crab mounted on front end of this Locomotive for gathering cars from side tracks where trolley wires are not permissible.



Crab device is equipped with drum holding 350 feet of  $\frac{3}{8}$  inch flexible steel rope.

## 7-ton JEFFREY ELECTRIC Crab Locomotive with Structural Steel Frame For Industrial Plants

Every detail is considered and all materials are selected after a thorough testing and careful inspection and the latest models represent the most practical Industrial Locomotives on the market.

We court the most searching investigation, in fact, we solicit an opportunity to demonstrate the value of our Locomotives.

*Write To-day for Our Illustrated books "Care of Electric Mine Locomotives in Service" 12Eb and the Jeffrey Catalog "17Eb".*

# The Jeffrey Mfg. Co., Columbus, Ohio

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DENVER

MONTREAL, CAN.  
PITTSBURG  
CHARLESTON, W. VA.

BOSTON  
NEW YORK  
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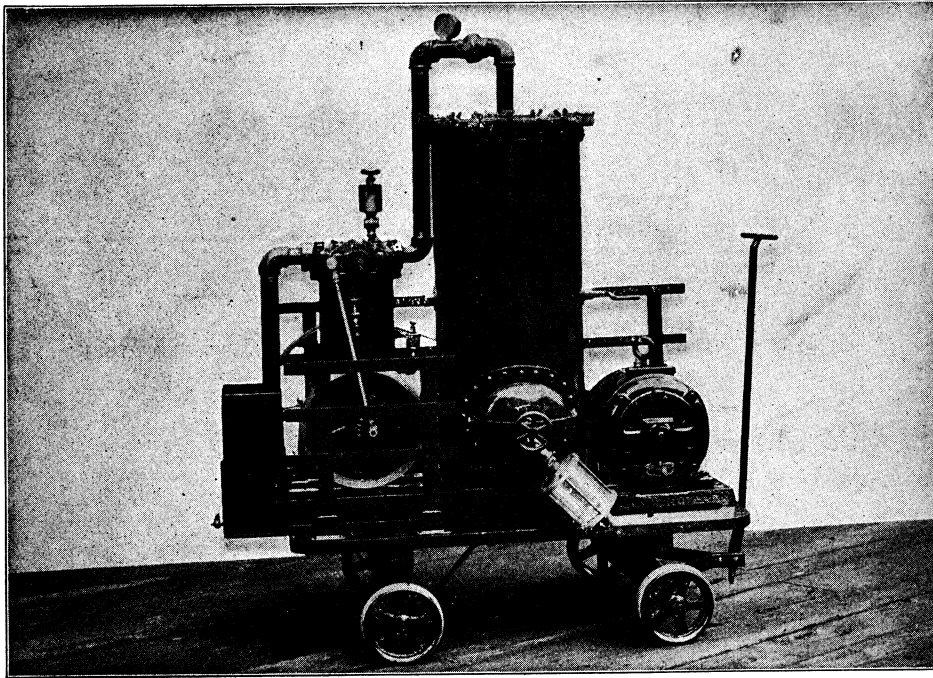
# The Lima Vacuum Cleaning Machine Co.

Lima, Ohio, U. S. A.

Manufacturing all sizes of

## Portable and Stationary Vacuum Cleaning Machines

Fully covered by American and Foreign Patents



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### The Most Perfect Sanitary Vacuum Cleaners on the Market

Write us for estimates on your requirements for residence, office or factory, giving ground floor dimensions, number of stories and height of ceilings.

**All Machines Furnished With or Without Power**

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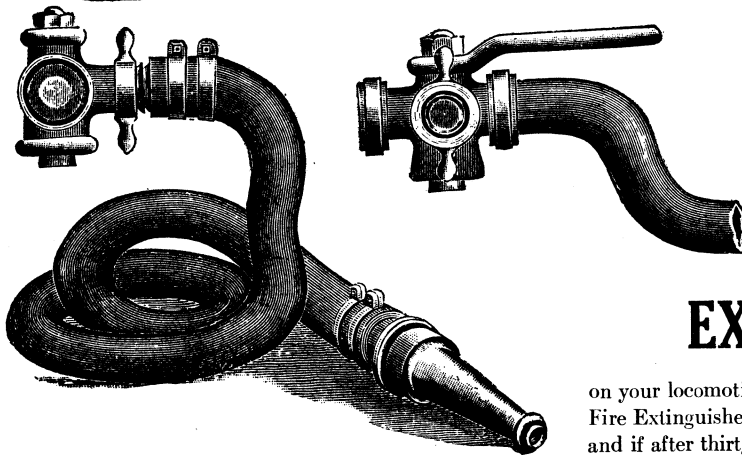
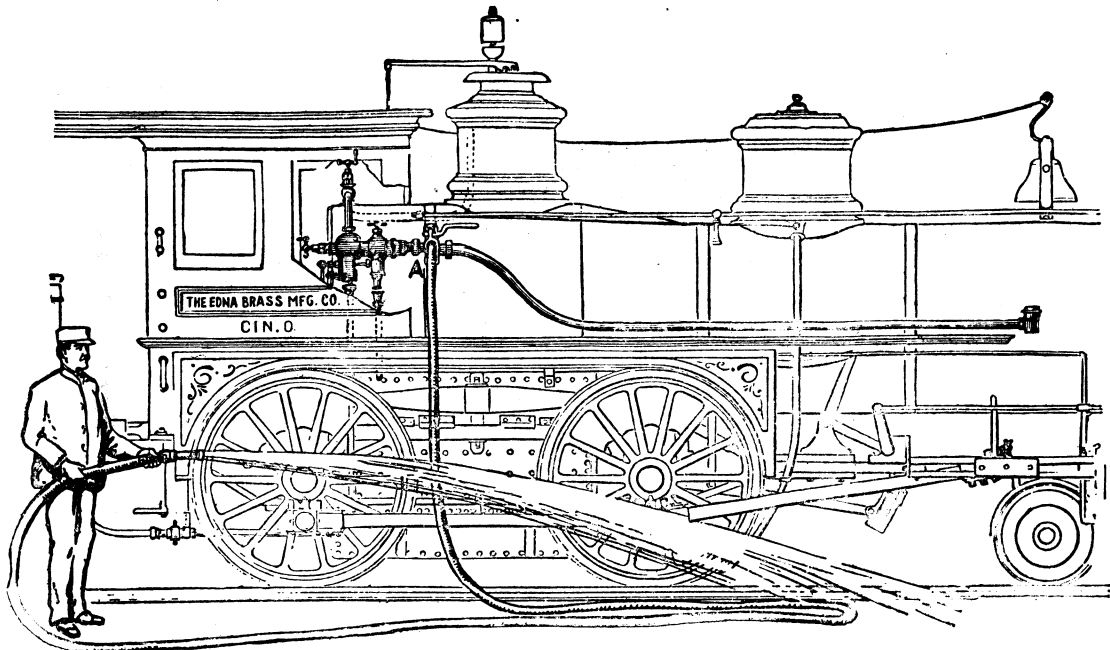
## The Lima Vacuum Cleaning Machine Co.

Lima, Ohio, U. S. A.

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# THE Edna Brass Manufacturing Co.

## Cincinnati, Ohio



# FIRE

Avoided, if you  
have one of our

## STEAM FIRE EXTINGUISHERS

on your locomotives. We will send one of our Steam Fire Extinguishers to any concern that is interested, and if after thirty days trial, same does not prove to be worth ten times its cost, you can return same at our expense. This extinguisher is now in service on some of the largest railroads in this country, and has proven a great success. Write us at once and get full particulars.

## THE EDNA BRASS MANUFACTURING CO.

### CINCINNATI OHIO

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ONE OF THE SEVEN SHAY LOCOMOTIVES IN USE BY PARDEE & CURTIN LUMBER CO., CURTIN, W. VA.  
JUST SOLD THEM ANOTHER 36-TON.

## EXTREMELY EFFICIENT

**On Steep Grades and Sharp Curves and  
for Service in Logging, Mining, Industrial,  
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1093 SOUTH MAIN STREET, LIMA, OHIO

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**MAKERS OF**

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**“Detroit” Safe Ends**

**“Detroit” Arch Tubes**

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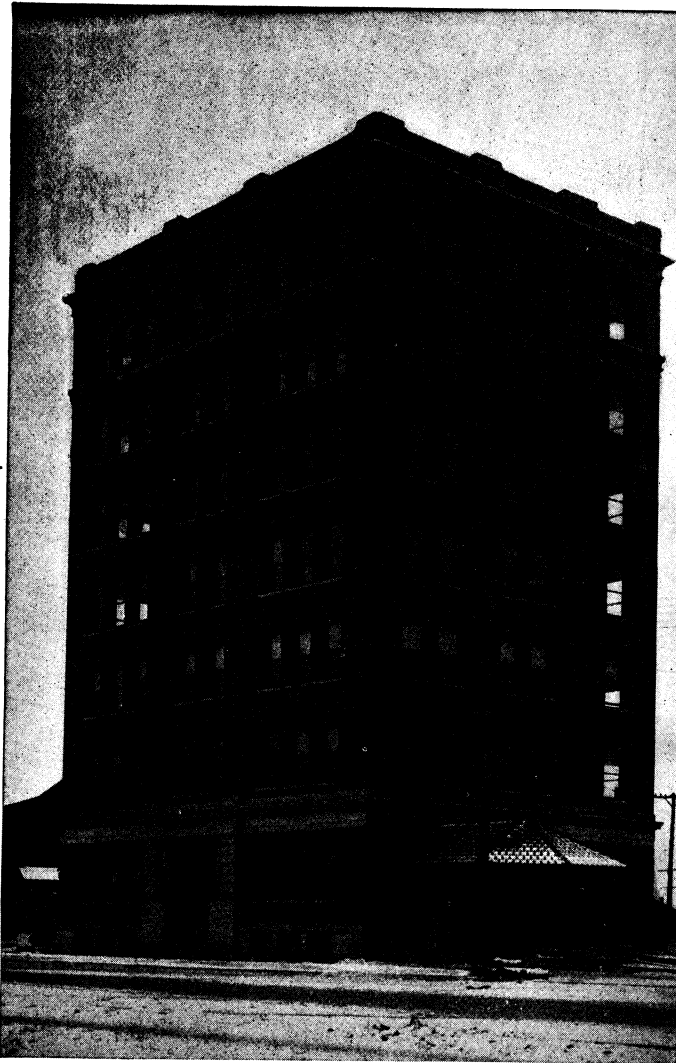
**ALL**

**Seamless  
Cold Drawn Steel**

**General Office and Works**

**DETROIT, MICH.**

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LOCOMOTIVE &  
MACHINE CO.  
LIMA, OHIO

BUILT  
KAHN SYSTEM  
REINFORCED  
CONCRETE

MORE THAN  
3,500  
IMPORTANT  
KAHN SYSTEM  
BUILDINGS  
IN ALL PARTS  
OF THE WORLD

## Are you planning any new buildings?

We can show you how to secure a complete permanent, fireproof construction at a minimum expense by adopting the KAHN SYSTEM of reinforced concrete.

You save insurance on the building and its contents. You do away with continual expense for repairs. Your building has increased life and is more sanitary. More economical than constructions that burn, rot, and rust.

The Kahn System products are especially designed for convenience and speed in construction.

KAHN TRUSSED BARS for beams and girders—HY-RIB for floors, roofs, walls and partitions—RIB METAL for slabs—SPIRAL HOOPING and CUP-BARS for columns—RIB-LATH and RIB STUDS for plaster and stucco work—UNITED STEEL SASH for fireproof windows—TRUS-CON CHEMICAL PRODUCTS for water proofing and finishing concrete.

Our engineers will help you secure better buildings for less money. Detailed suggestions and catalogues free. Write us about your building.

### Trussed Concrete Steel Co.

626 Trussed Concrete Building  
DETROIT, MICH.



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## REAMERS FOR HEAVY IRON WORK



with squared and taper shanks, for use in pneumatic tools for Bridge, Boiler, Ship and Structural Iron Work.

These Reamers are tapered to facilitate entering the work and are the best and most reliable where strong, durable Reamers are needed.

A comparative test will demonstrate their superior quality.

WE MAKE REAMERS FOR ALL PURPOSES

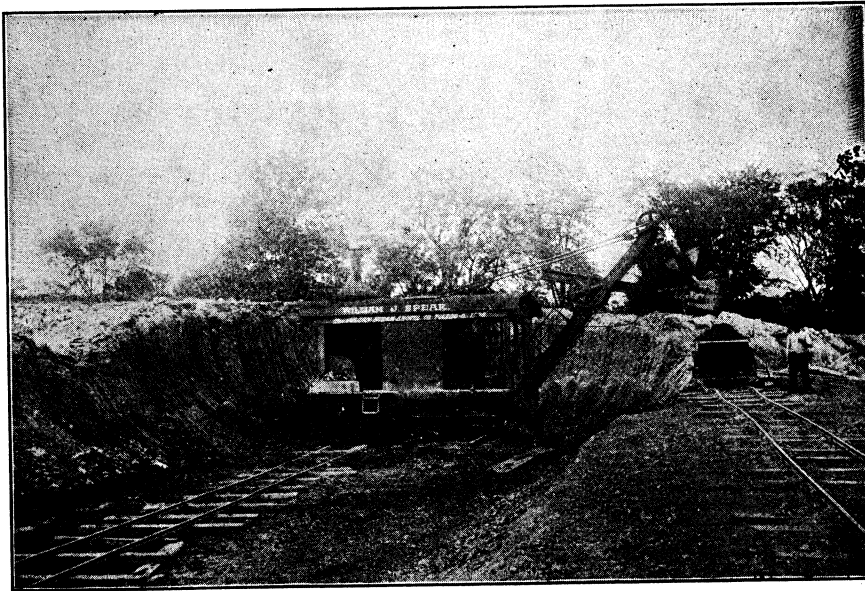
Cleveland, Ohio

94 Reade St., N. Y.



## STEAM AND ELECTRIC SHOVELS

For Brick Yards, Stone Quarries, Cement Plants, Digging Tunnels, Road Building, Mine Stripping, Digging Sewers, Railroad Construction, Grading



Revolving Shovel  
Digging Clay

Giant Boom Shovels  
5 sizes, 65 to 120 ton

Giant F. Crane Shovels,  
Railroad Tenders, 120 ton

Little Giant Shovels  
3 sizes traction wheels  
30 to 36 ton

Revolving Shovels  
4 sizes, 15 to 40 ton

All sizes equipped for  
Electrical Power  
if desired

Write today for  
Booklets

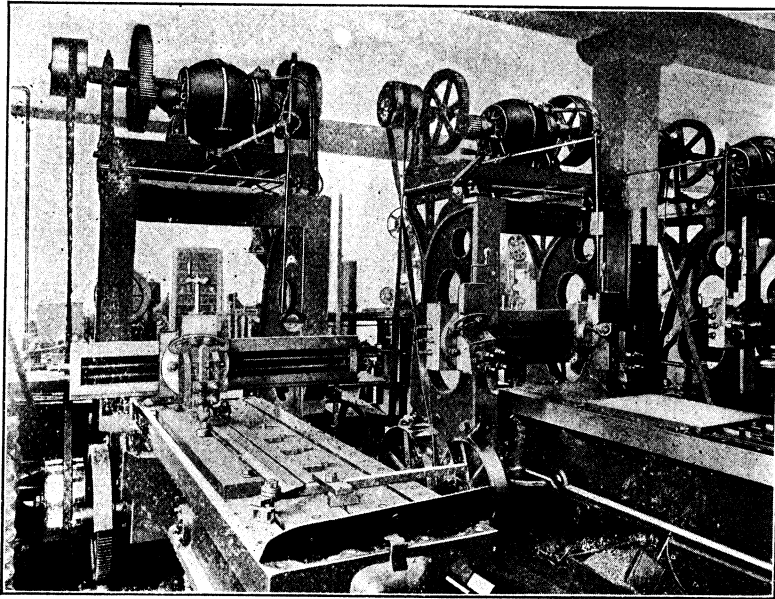
Dredges, Dredge  
Dippers, Steam  
Shovel Dredge  
Engines, etc.

The Vulcan Steam Shovel Co., 108 Vulcan Place, Toledo, Ohio

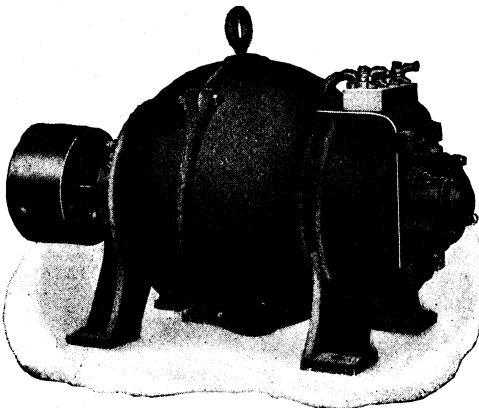
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# SPRAGUE ELECTRIC MOTORS

## THE MOTORS USED IN RAILROAD MACHINE SHOPS



Group of Electrically-Driven Planers Operated by Individual Round Type Motors



Sprague Electric Round Type Motor  
Shown in above Illustration

## SPRAGUE ELECTRIC MOTORS

DEIVE ALL KINDS OF TOOLS WITH

## ECONOMY

and precision. These motors are unequalled for the application of electric power. They are used extensively in Modern Railroad Machine Shops and exceedingly popular. Our Bulletin No. Z187Z contains many industrial applications, some of which will perhaps give you helpful suggestions. Write for a free copy.

# Sprague Electric Company

527-531 West 34th Street,

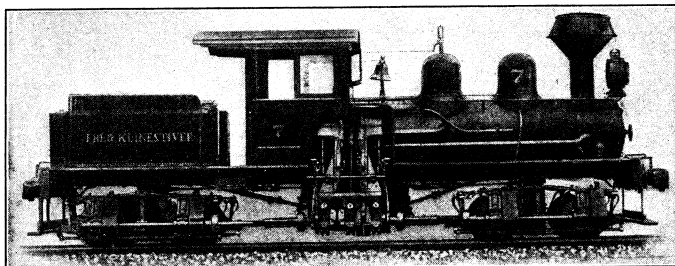
CITY OF NEW YORK

BRANCH OFFICES IN PRINCIPAL CITIES

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# FOR SALE

Brand new 13-ton Shay, having two 6x10 cylinders, 27½" straight top boiler; 36" gauge; straight stack. Used only on two trips, and found to be too small for work required. A bargain for some one requiring a small locomotive. Reference No. 093. Lima delivery



We also have the following second-hand Locomotives for sale CHEAP

TONAGE	TYPE	GAUGE	LOCATION	REFERENCE NO.
1 13	Shay	56½"	Georgia	0829
1 13	Shay	36"	Alabama	093
1 15	Shay	42"	Mississippi	0810
1 15	Shay	56½"	South Carolina	0818
1 17	Shay	56½"	South Carolina	0819
1 18	Shay	36"	Tennessee	086
1 28	Shay	56½"	Arkansas	0828
1 33	Shay	56½"	West Virginia	0825
1 33	Shay	56½"	Michigan	0827
1 37	Shay	56½"	Michigan	0826
1 55	Shay	56½"	New Mexico	0832
1 65	Shay	56½"	New Mexico	083
1 65	Shay	56½"	New Mexico	0831
1 30	4 Wheel	56½"	Mississippi	0833
1 30	Mogul	56½"	Mississippi	0823
1 30	Mogul	56½"	Mississippi	0824
1 35	Mogul	56½"	Mississippi	089
1 38	Mogul	56½"	Arkansas	0817

Write for full information and price on the above Equipment.

**THE LIMA EQUIPMENT COMPANY**  
LIMA, OHIO

# **LOGGING**

**... BY ...**

## **LIDGERWOOD MACHINES**

LOG HANDLING DERRICKS  
LOG HANDLING CABLEWAYS  
INCLINE HOISTS      LOG TRANSFERS  
YARDERS      ROAD ENGINES  
CABLEWAY SKIDDERS  
SLACKROPE OR OUTHAUL SKIDDERS  
PORTABLE COMBINED GROUND  
SKIDDERS AND LOADERS  
COMBINED PORTABLE SPAR SKIDDERS  
AND LOADERS  
SELF PROPELLING SKIDDERS  
LOADERS      UNLOADERS  
And All Other Types of Logging and Log  
Handling Machinery

For further information, write to

**LIDGERWOOD MFG. CO.**  
**96 Liberty St., New York, N.Y.**

Logging Machinery Branch Offices  
Chicago, Ill.      Seattle, Wash.

Agencies: Woodward, Wight & Co., Ltd.  
New Orleans, La.

Allis-Chalmers-Bullock, Ltd.  
Montreal, Canada